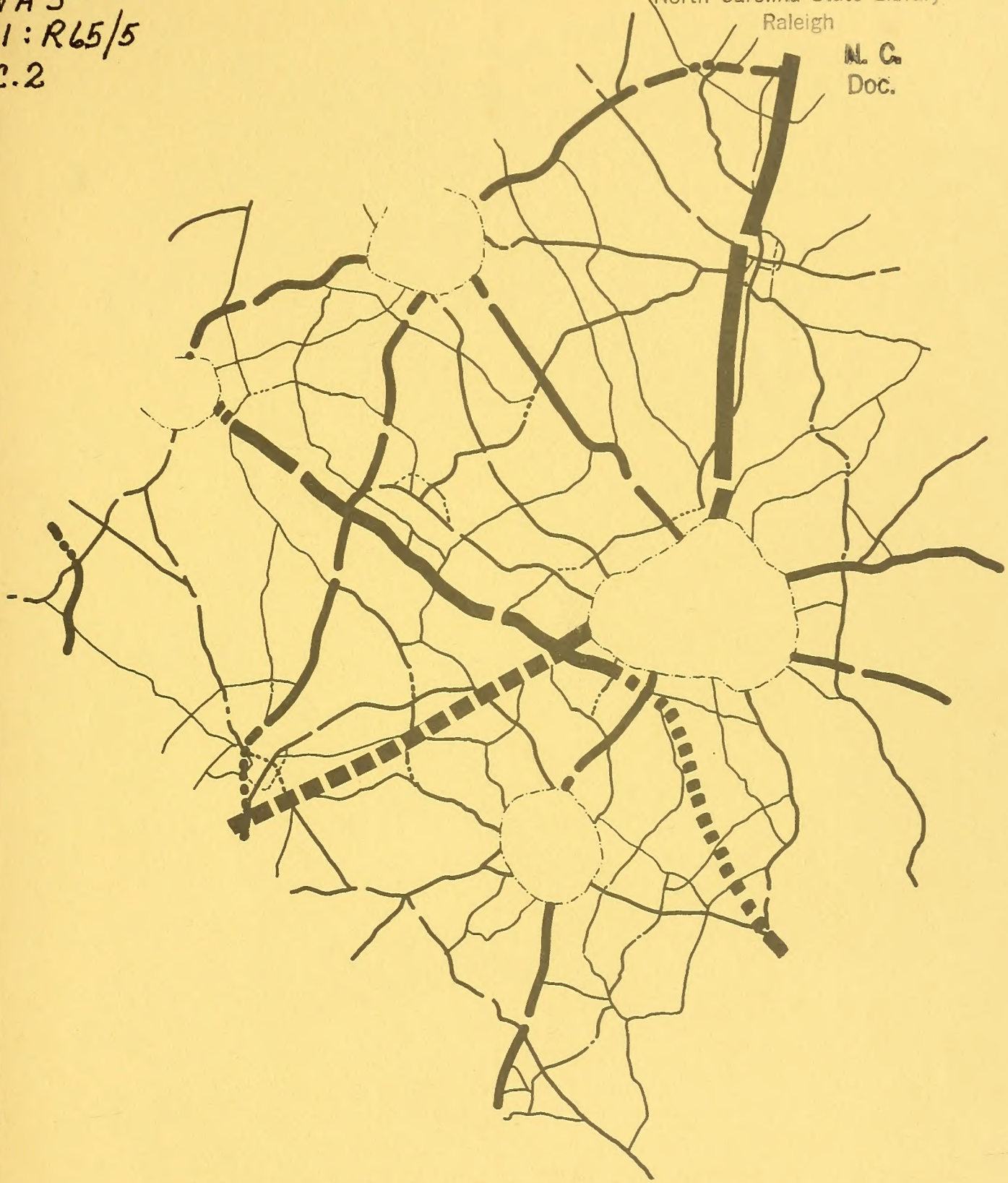
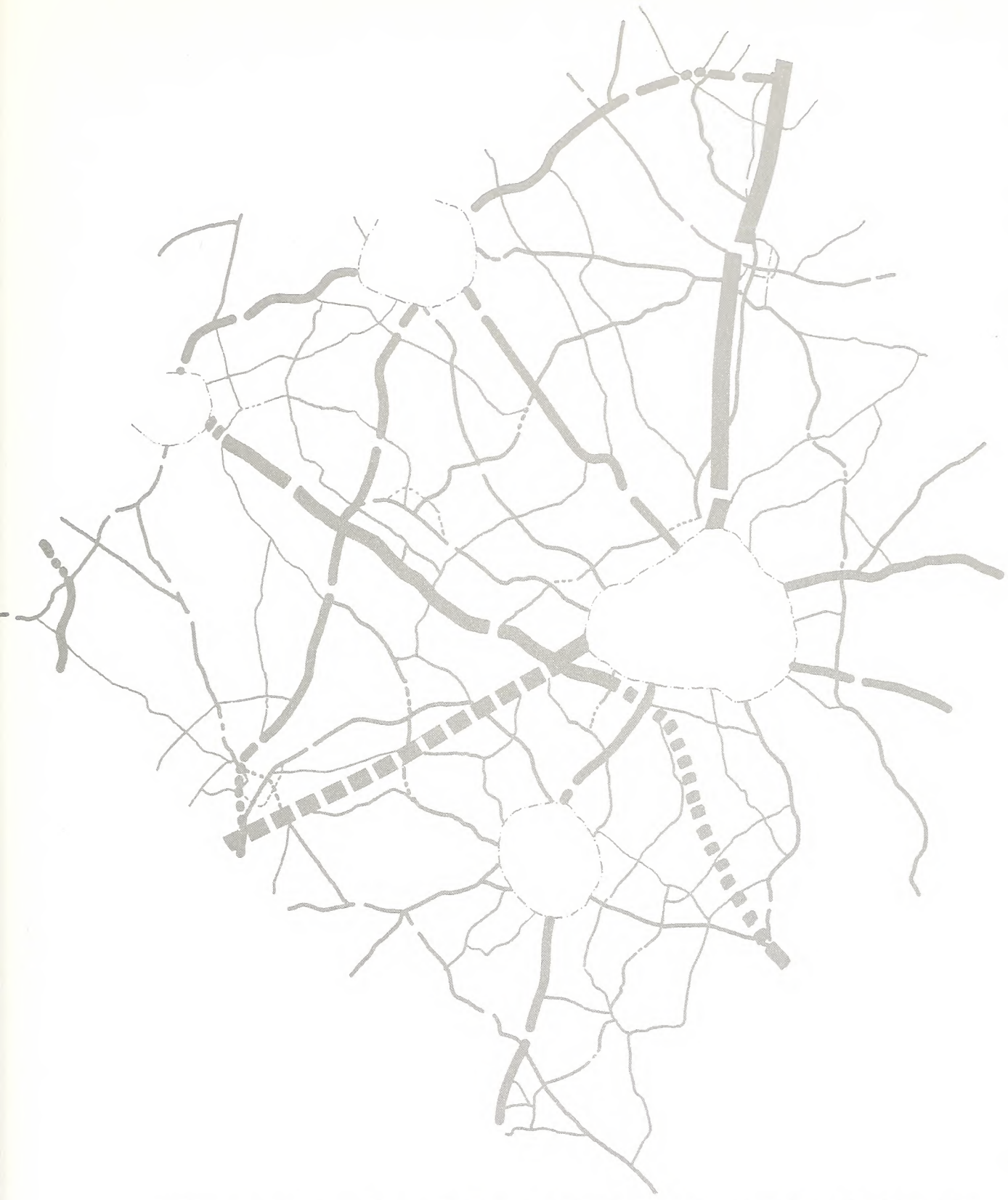


THOROUGHFARE PLAN & PRIORITIES SCHEDULE

ROBESON COUNTY, NORTH CAROLINA

ABSTRACT

TITLE:	Robeson County Thoroughfare Plan and Priority Highway Improvements Schedule.
AUTHOR:	State of North Carolina, Department of Natural and Economic Resources, Office of Industrial, Tourist Community Resources, Division of Community Services G. Allen Mitchell.
SUBJECT:	Thoroughfare Plan with priority scheduling.
DATE:	April, 1972
LOCAL PLANNING AGENCY:	Robeson County Planning Board
SOURCE OF COPIES:	Robeson County Courthouse Lumberton, North Carolina 28358
	Planning and Relocation Branch Greensboro Area Office, HUD 2309 NW Plaza W. Cone Boulevard Greensboro, North Carolina 27408
HUD PROJECT NO.	CPA-NC-04-00-0149(45) Robeson County
ABSTRACT:	The Robeson County Thoroughfare Plan and Priority Highway Improvements Schedule presents the county Thoroughfare Plan as proposed by the State Highway Commission and the Division of Community Services and suggests priority scheduling needs based on a county survey of existing roads. The Priority Scheduling lists proposed highway improvement projects in the order that would most benefit Robeson County and its citizens for the planning period 1972-1990.



THOROUGHFARE PLAN & PRIORITIES SCHEDULE

ROBESON COUNTY, NORTH CAROLINA

The preparation of this report was financed in part through on urban planning grant from the Department of Housing and Urban Development, under the provision of Section 701 of the Housing Act of 1954, as amended.

TABLE OF CONTENTS

LIST OF TABLES AND FIGURES

Tables

Figures

PREFACE

This report was prepared by the Robeson County Planning Board and the North Carolina Department of Natural and Economic Resources, Division of Community Services, with the cooperation of the North Carolina State Highway Commission, Planning and Research Department. Except as noted, statistical and other inventory data were provided by the North Carolina State Highway Commission. As much as possible, the report format and evaluation procedures follow previously prepared Highway Commission Thoroughfare Plans, design standards and methodology in an effort to continue standardized technical language, definitions and plan goals and objectives established through the years.

INTRODUCTION

The economic and social well-being of a region is largely dependent upon an adequate overall transportation system. Unless people and goods are able to move from one place to another quickly and conveniently, the area becomes dormant and unable to develop to its full economic potential. Realizing the key role that highways play in this transportation system, it has become increasingly necessary to develop a good continuous network of national, state, and regional highways which can efficiently handle present and anticipated traffic needs.

Robeson County, in recent years, has placed an increasing demand on its existing highway network. There has been a growing number of part-time farmers who live in remote sections of the county but work in or around the cities or towns, hence becoming dependent upon automobile travel. The farmers themselves are demanding better farm-to-market roads and a more efficient overall rural road system. The need has therefore become apparent for a long range plan which will integrate the many different classes of roads within the county into an efficient, safe, and convenient highway system. The purpose of this thoroughfare plan is to fill that need.

The following thoroughfare plan as prepared by the Highway Commission is designed to provide a network of principal arterial roads, minor arterial roads, major and minor collector roads, and local roads which will become the backbone for the county road system. The plan does not attempt to modify proposed municipal throughfare plans already developed for the City of Lumberton, and Towns of Red Springs, Maxton, and Fairmont.

The proposed system of thoroughfares as shown on Figure 1, was developed following the basic principles of thoroughfare planning as described in Section II of this report. Thoroughfares were located based upon field investigations, existing and anticipated land use and population distribution, and topographic conditions. The plan advocated those improvements which are felt to be essential for proper traffic circulation within the current planning period (1972-1990).

The proposed priority listing of highway improvements for the planning period has been developed by the County Planning Board as a guide to the Highway Commission in their selection of highway improvement projects for Robeson County. Priority placement was based on the Robeson County Land Development Plan and its attendent plan elements including school locations, population changes, and proposed industrial expansion as well as improved safety conditions.

It is understood that proposed improvements within the county thoroughfare plan will be primarily the responsibility of the Highway Commission.

However, Robeson County, through the use of subdivision and zoning controls can do much toward the implementation of the plan. Thus, it is desirable that the Thoroughfare Plan be formally approved by both the County and the Highway Commission to serve as a mutual official guide in the development of the thoroughfare system.

It should be emphasized that the route evaluation studies conducted as part of this thoroughfare planning study were not detailed enough to determine what the ultimate improvement would be, i.e., widening or relocation. The locations shown on the thoroughfare plan should therefore be considered as corridor locations with more detailed studies to actually precede the construction of specific projects.

COUNTY THOROUGHFARE PLANNING PRINCIPLES

Purpose of Planning

There are many benefits to be gained from thoroughfare planning, but the primary objective is to assure that the road system will be progressivly developed in such a manner as to adequately serve future travel desires. Thus, the cardinal concept of thoroughfare planning is that provisions be made for street and highway improvements so that as needs arise, feasible opportunities to make improvements exists.

The major benefits derived from thoroughfare planning are: (1) each road or highway can be designed to perform a specific function and to provide a specific level of service. This permits savings in rights-of-way, construction, and maintenance costs, protects residential neighborhoods, and encourages stability in travel and land use patterns. (2) Local officials are informed as to future improvements. Developers can design subdivisions to function in a non-conflicting manner. School and park officials can better locate their facilities. Irretrivable damage to property values and community appearance, as is sometimes associated with improvements programs, can be minimized.

County Thoroughfare Planning Concept

Streets, roads, and highways perform two primary functions - they provide traffic service and land service. These two functions when combined are basically incompatible. The conflict is not serious if both traffic and land service demands are low. But when traffic volumes are high, conflicts created by uncontrolled and intensely used abutting property result in intolerable traffic flow friction and congestion.

The underlying concept of the thoroughfare plan is that it provides a functional system of streets, roads and highways which permit travel from

ROBESON COUNTY THOROUGHFARE PLAN

EXISTING PROPOSED

- INTERSTATE
- MAJOR ARTERIAL
- MINOR ARTERIAL
- MAJOR COLLECTOR
- MINOR COLLECTOR

URBAN THOROUGHFARE PLANNING AREA BOUNDARY

SOURCE : STATE HIGHWAY COMMISSION

FIGURE 1

origins to destinations with directness, ease, and safety. Different elements in the system are designed and called on to perform specific functions and levels of service, thus minimizing the traffic and land service conflict.

Within the county, plan elements are considered to be either urban or rural. In the urban planning area, the local municipality generally has planning jurisdiction. Outside the urban planning area, the County has planning jurisdiction. In those urban areas where no urban thoroughfare plan has been developed, elements are generally considered to be rural and under the planning jurisdiction of the county. When a thoroughfare plan is developed for an urban area that has not previously had a plan, then the area defined by that plan would be considered urban and come under the planning jurisdiction of the municipality.

Within the urban and rural systems, thoroughfare plan elements are classified according to the specific function which they are to perform. A discussion of the elements and functions of the County highway classification system as developed by the State Highway Commission follows.

Rural Thoroughfare Classification System

The rural system consists of those facilities outside the urban thoroughfare planning area boundaries. They are classified into four major systems: principal arterials, minor arterials, major and minor collector roads, and local roads. Table 1 indicates generally accepted statewide mileage on these systems.

Table 1
RURAL SYSTEM ROAD MILEAGE DISTRIBUTION

Systems	Percentage of Total Rural Miles
Principal arterial system	2-4
Principal arterial system plus minor arterial road system	6-12
Collector (major plus minor) road system	20-25
Local road system	65-75

Source: North Carolina State Highway Commission

Rural Principal Arterial System. The rural principal arterial system consists of a connected network of continuous routes which serve corridor

movements having trip lengths and travel density characteristics indicative of substantial statewide or interstate travel. The principal arterial system should serve all urban areas of over 50,000 population and a large majority of those with a population greater than 5,000. The Interstate System constitutes a significant portion of the principal arterial system.

Rural Minor Arterial System. The minor arterial system in conjunction with the principal arterial system, forms a network which link cities, larger towns, and other major traffic generators such as large resorts. The minor thoroughfare systems generally serve interstate and inter county travel and serves travel corridors with trip lengths and travel densities somewhat less than the principal arterial system.

Rural Collector Road System. The rural collector routes generally serve travel of primarily intracounty rather than statewide importance and constitute those routes on which predominant travel distances are shorter than on the arterial routes. This system is subclassified into major collector roads and minor collector roads.

Major collector roads. These routes (1) provide service to the larger towns not directly served by the higher systems and to other traffic generators of equivalent intracounty importance, such as consolidated schools, shipping points, county parks, important mining and agricultural areas, etc.; (2) link these places with nearby larger towns or cities, or with routes of higher classification; and (3) serve the more important intracounty travel corridors.

Minor collector roads. These routes (1) collect traffic from local roads and bring all developed areas within a reasonable distance of a collector road; (2) provide service to the remaining smaller communities; and (3) link the locally important traffic generators with their rural hinterland.

Rural Local Road System. The local roads comprise all roads not on one of the higher systems.

PERTINENT ROBESON COUNTY DATA

The following report sections have been incorporated to lend further support to the need for and implementation of the proposed Robeson County Thoroughfare Plan and priority rating evaluation presented later in this report. Data for these paragraphs were obtained from the previously prepared Land Potentials Study and Land Development Plan for Robeson County as well as other authoritative sources as noted.

Population

In 1970, the county's population was 84,842. This represents a decrease

of over 4,000 people since 1960 (-4.8 percent). Population forecasts for the planning period (1972-1990) vary considerably (see Table 2). The ranges of individual forecasts, however, provide a basis for analysis.

Table 2
POPULATION FORECASTS - ROBESON COUNTY, 1980 and 1990

Forecast Year	Agency Preparing Forecast: State Planning Division	State Highway Commission	Uniform Population Forecasts[1]
1980	79,000	__,__[2]	84,500
1990	__,__[2]	77,100	87,500

Source: State Planning Division; and North Carolina State Highway Commission

[1]Forecast prepared by State Planning Division, Environmental Protection Agency, Corps of Engineers and the TVA as part of the national uniform population projection program (OBERS).

[2]Not available.

The 1980 range of 79,000 to 84,500 county population indicates that the present decline will continue through the decade. The 1990 range indicates that the county population will stabilize or result in a slight gain of up to +3.6 percent over the 1980 level, when comparing the high and low forecasts for each year. Thus, population levels are not expected to produce major changes in the proposed thoroughfare plan since no significant gains or losses are forecast for the end of the planning period (1990).

Land Use.

The major commercial shopping areas in Robeson County are the central business districts of Lumberton, Red Springs, Fairmont, Saint Pauls, Maxton, Rowland, Pembroke and Parkton. Lumberton shopping centers are also major commercial areas lying outside the central business district. Future commercial development is most likely to occur in these existing business areas and along the I-95 corridor.

In recent years, the county has become active in seeking additional diversified industrial development in addition to textile manufacturing plants. The land development plan for the county identifies the most signficant potential industrial sites.[1] These sites are generally located in

[1]Comprehensive Plan, Robeson County, North Carolina, Division of Community Planning, 1970.

close proximity to the major municipalities with good access to both rail and major highway facilities. Good intracounty highway service should be provided to all sites, making employment opportunities for county residents more safe and convenient.

The most significant public and semi-public land use traffic generators are the 30 county public schools.

Motor Vehicles

Motor vehicle registrations for 1960, 1965 and 1969 are given in Table 3. Both automobile and truck registrations increased by over 50 percent from 1960 to 1969. Based on these historic figures, a modest increase in vehicle registration may occur during the planning period (1972-1990). This will undoubtedly be influenced and tempered by the stable population levels forecast for this same time period.

Table 3
MOTOR VEHICLE REGISTRATIONS - ROBESON COUNTY

Vehicle Type	1960	1965	1969
Auto	19,791	23,874	30,197
Truck	5,199	6,848	7,759

Source: North Carolina Department of Administration, Statistical Abstract, 1971.

Traffic Volume

On the basis of the forecasted population and motor vehicle registration trends, traffic volumes on most roads in the county should experience only minor increases in traffic during the 1972-1990 design period. Exceptions to this would be Interstate 95 and US 74 which would continue to experience the impact of regional and interstate traffic growth; roads and highways in close proximity to urban growth centers as Lumberton; and routes which may be influenced by local industrial or recreational development including NC 72, NC 711 and US 301A.

Existing Road System

Total road mileage within the county was 1,699.19 miles in 1971. Of this total, 315.42 miles (18.6 percent) were on the state primary road system (primary roads include all US and NC numbered highways) and 1,283.77 miles (81.4 percent) were on the state secondary road system (secondary

roads include all highways designated as State Road, SR). Additionally, 1,623.20 miles (95.5 percent) of the roads were outside the jurisdiction of municipalities. There were 375.72 miles of unpaved secondary road which represents 27.2 percent of the secondary road system and 22.1 percent of the total road system. Although highway planning pertains to the entire road system within the county, the Thoroughfare Plan and Priority Improvement Scheduling is directly concerned with the 647.1 miles of roads (38.1 percent of the total road mileage) above the classification of "local road." Figure 1 shows the proposed Robeson County Thoroughfare Plan with designations for all interstate, arterial and collector highways in the county.

Of the total 647.1 miles, 39.5 miles (6.1 percent) represent the interstate system; 29.5 miles (4.6 percent) are classified major arterial highways; 87.0 miles (13.4 percent) are minor arterial highways; 226.1 miles (34.9 percent) represent major collector roads; and 265.0 miles (41.0 percent) are designated minor collector roads.

Problems with the existing road system in Robeson County include: inadequate lane widths for existing traffic volumes; jogged intersections (intersections that require a vehicle to travel a short distance on the cross road, at slow speeds, before continuing through highway movement); and a significant number of accidents at 40 locations in the county (see Figure 2). The following report sections detail the analysis of these problems and suggest a priority rating to improve conditions during the planning period (1972-1990).

ANALYSIS OF ROBESON COUNTY HIGHWAY SYSTEM

Intersection Problems

Data provided by the State Highway Commission indicates that 40 intersections within the county experienced ten or more accidents in recent years (rural primary road data was provided for the period 1968-1970; rural secondary road data includes reports from 1965-1970). Table 4 indicates the specific intersection location and the number of accidents reported for the time period. Figure 2 locates these intersections within the county. Nine of these intersections had 20 or more accidents. All totaled, there were 618 accidents at these intersections alone, representing tens-of-thousands of dollars in damage and six fatalities. There were over 1,300 intersection accidents reported during this same period throughout the remainder of the county system.

Special emphasis should be placed on intersection inspection and modification where feasible during the planning period.

Table 4
HIGHWAY ACCIDENT RATE INTERSECTIONS - ROBESON COUNTY 1968-1970[1]
(Ten or more accidents reported)

Highway Intersection	Number of Accidents Reported
Rural Primary Road System	
1. US 74/NC 710	14
2. US 301/SR 2493	11
3. US 301/SR 2495	15
4. US 301/SR 2422	30
5. US 301/SR 1142	10
6. US 301/SR 1144	11
7. US 301/SR 2430	16
8. US 301/SR 1003	11
9. US 301/SR 2422N	11
10. US 301/SR 2235	18
11. US 501/NC 710	15
12. NC 41/SR 2434	10
13. NC 41/SR 2208	23
14. NC 41/SR 2110	11
15. NC 711/NC 710	12
Rural Secondary Road System	
16. SR 2236/SR 2237	18
17. SR 2208/SR 2230	14
18. SR 2214/SR 2220	11
19. SR 2207/SR 2289	25
20. SR 2204/SR 2207	20
21. SR 2115/SR 2116	21
22. SR 1527/SR 1528	14
23. SR 1515/SR 1578	14
24. SR 1515/SR 1563	12
25. SR 1515/SR 1540	11
26. SR 1513/SR 1515	25
27. SR 1340/SR 1515	26
28. SR 1339/SR 1352	12
29. SR 1339/SR 1347	16
30. SR 1310/SR 1313	14
31. SR 1312/SR 1339	11
32. SR 1303/SR 1312	27
33. SR 1006/SR 1762	10
34. SR 1006/SR 1752	25
35. SR 1005/SR 1529	11
36. SR 1003/SR 2422	14
37. SR 1003/SR 1339	16
38. SR 1003/SR 1155	10
39. SR 1002/SR 2121	11
40. SR 1001/SR 1006	12

Source: North Carolina Highway Commission, NC Department of Natural and Economic Resources, Division of Community Resources

[1]State Road data from 1965-1970

SOURCE : STATE HIGHWAY COMMISSION AND DIVISION OF COMMUNITY SERVICES

ROBESON COUNTY

HIGH ACCIDENT RATE INTERSECTIONS

- ○ INTERSECTIONS WITH 10-14 ACCIDENTS (1965-1970)
- ● INTERSECTIONS WITH 15 OR MORE ACCIDENTS (1965-1970)
- □ JOGGED INTERSECTIONS

NOTE: SEE TABLE 4 FOR LOCATION AND ACTUAL NUMBER OF REPORTED ACCIDENTS

FIGURE 2

Many of those same intersections experiencing high accident rates, plus a number of other intersections, do not permit straight cross traffic movements. In these cases vehicles must turn onto the crossroad, maintain a slow speed and then turn again onto the through road, at the most, only a few hundred feet away. Just crossing a controlled intersection is hazardous enough, but in the above described cases, the accident potential increases tremendously. As shown on Figure 2, five of the 40 intersections experiencing a significantly high number of accidents are off-set, and involve primary roads for the off-set (Tee) protion. Many other off-set intersections indicated on Figure 2 include highways designated major collector or a higher classification on the proposed Thoroughfare Plan Map (Figure 1). It is recommended that all such intersections be inspected for possible change during the planning period to hasten construction of safety features and hopefully reduce the accident potentials.

Figure 2 shows those intersections which should be analyzed in detail to determine the possibilities of relocating one or both roadways for construction of straight intersection crossings. Five of these same intersections have recorded ten or more accidents in recent years.

Highway Relocations and By-Passes

The proposed thoroughfare plan (Figure 1) indicates that a number of existing highway facilities need some minor or major changes to better accommodate future traffic conditions in addition to widening lanes and developing better intersections. As shown in Table 5 and Figure 3, four by-pass roads are proposed. These include two at Rowland to assist through traffic to Interstate I-95 via NC 710 and NC 130 and thereby, alleviate business congestion in the central business district; a by-pass route around Pembroke for NC 711; and, a by-pass route around Parkton on NC 71.

Additionally, the plan indicates that four short road segments should be relocated or extended and improved to standard design quality (see Figure 3). These improvements would provide either more efficient through traffic movements or connect an exsiting facility to a higher rated highway. Two other highways are proposed to be straightened.

Only one major relocation was proposed as part of the total plan. US 74 highway relocation east of I-95 is already under construction, thus, there will be little need to emphasize this portion of the facility in the priority listing, just as new I-95 south of US 74 to the countyline is under construction.

Lane Deficiencies

Data made available by the State Highway Commission relating to existing highway pavement widths was utilized along with 1969 and 1970 volume data in determining lane deficiencies of the highways denoted on the Robeson County Thoroughfare Plan (above local road designation). These data provided a

Table 5
PROPOSED HIGHWAY RELOCATIONS, BY-PASSES AND INTERSECTION IMPROVEMENTS[1]
ROBESON COUNTY, 1972

	Highway Number(s)	Location of Improvement Necessary	Type of Improvement	Remarks
1.	US 74	From I-95 East to Columbus County	Route relocation	Under construction
2.	NC 71	Parkton	By-pass around northern and western portion of Parkton.	Approximately 1.0 miles.
3.	NC 710	Rowland	By-pass around western and southern portion of Rowland	Approximately 2.0 miles
4.	NC 130	Rowland	By-pass around northern portion of Rowland.	Approximately 2.5 miles.
5.	SR 1104	Between NC 85 and SR 1101	Highway straightening.	1.0 miles.
6.	SR 1318 & SR 1515	Around SR 1521	Highway realignment	1.5 miles.
7.	SR 1154	US 301 Intersection	Intersection realignment with SR 2455.	Eliminates highway jog onto US 301. 0.5 miles.
8.	SR 1924 & SR 1935	Intersection of roads	Realignment for intersection.	Would improve through movements on this designated major collector road.
9.	SR 1935 & SR 1955	Intersection of roads	Realignment for intersection.	Would improve through movements on this designated major collector road.
10.	SR 1505 & SR 1777	Intersection of roads	Realignment for intersection.	Would improve through movements on this designated major collector road.
11.	SR 1527	At intersection with NC 211	Extension of SR 1527 about 2 miles north to US 301.	Approximately 2.0 miles.
12.	SR 1549 & SR 1550	North of NC 711	Construct new highway link.	Would improve through movements on the minor collector road system.
13.	SR 1352 & SR 1153	At intersection with SR 1312	Realign intersection with SR 1312	Would improve through movements on the minor collector road system.

Table 5 (Cont)
PROPOSED HIGHWAY RELOCATIONS, BY-PASSES AND INTERSECTION IMPROVEMENTS[1]
ROBESON COUNTY, 1972

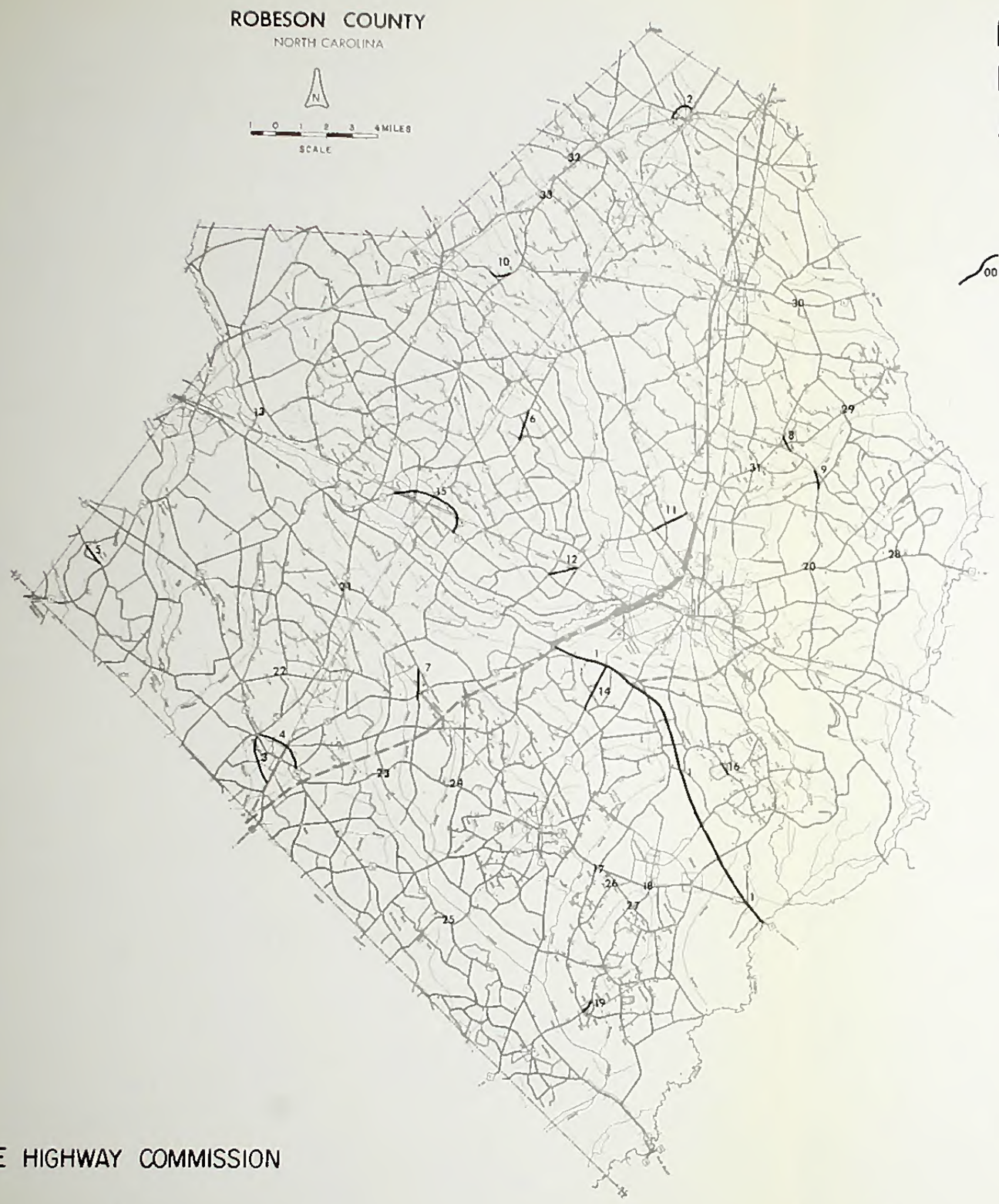
	Highway Number(s)	Location of Improvement Necessary	Type of Improvement	Remarks
14.	SR 2505	Intersects with SR 2208	Improve and extend to connect with SR 2426.	1.2 miles of improved highway and about 0.7 miles of new highway.
15.	New Road & SR 1571	Pembroke	By-pass and residential highway loop for Pembroke.	About 2.5 miles of new and realigned highway.
16.	SR 2214 & SR 2212	At intersection with both roads.	Highway realignment	Would improve through traffic flow.
17.	SR 2208 & SR 2225	Junction with NC 130	Intersection improvement.	Would eliminate intersection jog and improve through traffic flow.
18.	SR 2266 & SR 2276	Junction with SR 2264	Intersection improvements.	Would eliminate intersection jog and improve through traffic flow.
19.	SR 2261, SR 2260 & SR 2258	Junction with SR 2265	Intersection improvements.	Would eliminate intersection jog and improve through traffic flow.
20.	SR 1955 & SR 1002	Junction with NC 41	Intersection improvements.	Would eliminate intersection jog and improve through traffic flow.
21.	SR 1154 & SR 1153/ NC 710	Intersection with NC 710	Intersection improvements.	Would eliminate intersection jog and improve through traffic flow.
22.	SR 1166 & SR 1184	Intersection with NC 710	Intersection improvements.	Would eliminate intersection jog and improve through traffic flow.
23.	SR 1155 & SR 2466	Intersection with SR 2435	Intersection improvements.	Would eliminate intersection jog and improve through traffic flow.
24.	SR 2430 & SR 2469	Intersection with SR 2435	Intersection improvements.	Would eliminate intersection jog and improve through traffic flow.

Table 5 (Cont)
PROPOSED HIGHWAY RELOCATIONS, BY-PASSES AND INTERSECTION IMPROVEMENTS[1]
ROBESON COUNTY, 1972

Highway Number(s)	Location of Improvement Necessary	Type of Improvement	Remarks
25. SR 2455 & SR 2482	Intersection with NC 904	Intersection improvements.	Would eliminate intersection jog and improve through traffic flow.
26. SR 2225 & SR 2265	Intersection with SR 2264	Intersection improvements.	Would eliminate intersection jog and improve through traffic flow.
27. SR 2266 & SR 2276	Intersection with SR 2264	Intersection improvements.	Would eliminate intersection jog and improve through traffic flow.
28. SR 1963 & SR 2100	Intersection with NC 41	Intersection improvements.	Would eliminate intersection jog and improve through traffic flow.
29. SR 1930 & SR 1955	Intersection with SR 1005	Intersection improvements.	Would eliminate intersection jog and improve through traffic flow.
30. SR 1919 & SR 1924	Intersection with NC 20	Intersection improvements.	Would eliminate intersection jog and improve through traffic flow.
31. SR 1936 & SR 1945	Intersection with SR 1005	Intersection improvements.	Would eliminate intersection jog and improve through traffic flow.
32. SR 1705 & SR 1751	Intersection with NC 71	Intersection improvements.	Would eliminate intersection jog and improve through traffic flow.
33. SR 1703 & SR 1752	Intersection with NC 71	Intersection improvements.	Would eliminate intersection jog and improve through traffic flow.

[1]Data compiled by Division of Community Services from proposed Robeson County Thoroughfare Plan map, State Highway Commission, February, 1970.

ROBESON COUNTY PROPOSED HIGHWAY RELOCATION, BY-PASS, AND INTERSECTION IMPROVEMENT PROJECTS



00 PROPOSED HIGHWAY RELOCATION, BY-PASS, AND INTERSECTION IMPROVEMENTS

NOTE: SEE TABLE 5 FOR LOCATION AND PROJECT DESCRIPTION

SOURCE: STATE HIGHWAY COMMISSION

FIGURE 3

basis to assess the existing highway network ability to adequately handle the traffic demands being placed upon it. Based upon the existing volumes rated against the minimum tolerable land widths as recommended by SHC (Table 6) and typical highway cross sections (see Figure 4) as adopted by the State Highway Commission for minimum highway design requirements, many existing roads should be improved to provide safer conditions. All roadways designated Interstate, Major Arterial and Minor Arterial now meet the minimum design requirements with the exception of SR 1104 which is a minor link in an arterial highway connector between Laurinburg in Scotland County and Dillon, South Carolina. This link has a 16-18 foot pavement width.

However, over one-half (118.2 miles) of the major collector road system have deficient lane widths in comparison to existing traffic volumes. These include all highway segments indicated in Table 7 and on Figure 5, with recommendations for new 24 foot pavement widths as desirable now (again, in accordance with existing traffic volumes). In many instances these facilities have only 18 foot pavement widths which are inadequate for the existing traffic volumes. Smaller links of a particular through route were included within the category of needing improvements to provide continuity over the entire route.

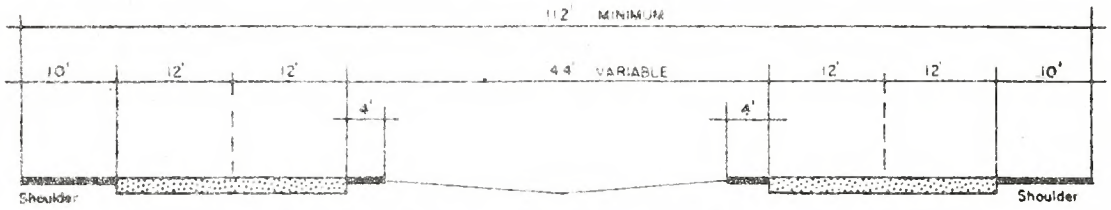
Table 6
MINIMUM TOLERABLE LANE WIDTHS

Design Year ADT	Principal Arterials	Minor Arterials	Collectors
Over 2,000	11	11	11
400-2,000		10	10
100-400		10	9
Below 100			9

Source: North Carolina State Highway Commission

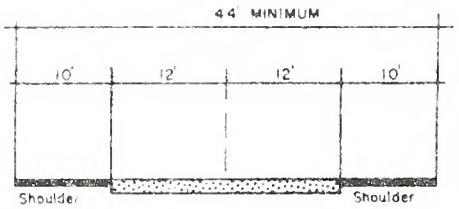
Additionally, five segments of the minor collector road system comprising about 19.7 miles of highway are in need of widening. This includes approximately 10.5 miles of existing 16 foot pavement. See Table 8 for a description of the minor collector roads needing improvements.

FIGURE 4



FOUR LANES DIVIDED WITH MEDIAN - RURAL

A



TWO LANES - RURAL

B

TYPICAL HIGHWAY CROSS SECTIONS

SOURCE: STATE HIGHWAY COMMISSION

Table 7
MAJOR THOROUGHFARE IMPROVEMENT NEEDS FOR INTERSTATE, MAJOR AND MINOR ARTERIALS, AND MAJOR COLLECTOR HIGHWAYS
(Based on Existing Data only)

	Roadway and Section	Existing Road Conditions: 1969-1970 ADTV[1] (Traffic Count)	Existing Road Conditions: Pavement Width (Feet)	Existing Road Conditions: Right-of-Way Width (Feet)	Length (Miles)	Recommendations*: Desirable Cross Section[2]	Recommendations*: Desirable Right-of-Way Width	Recommendations*: Ultimate Cross Section[2]	Recommendations*: Ultimate Right-of-Way (Feet)	Remarks
	INTERSTATE - (39.5 miles):									
1.	I-95, Cumberland County/SR 2235	8,800-9,600 9,200-10,500	4 lanes-divided		26.0					
2.	I-95/SR 2235 South Carolina Border	Under Construction			13.5					
	MAJOR ARTERIAL (29.5 miles):									
3.	US 74 SR 1153/I-95	2,100-3,400 2,300-3,550	22	100-150	15.0	Adequate	Adequate	A	300'	
4.	US 74 Relocation I-95/Columbus County	Under Construction			14.5					
	MINOR ARTERIAL (87.0 miles):									
5.	NC 41 Bladen County/ SR 2110	1,550-2,900 1,700-3,200	24	60-100	9.5	Adequate	Adequate	-	100	Ultimate-100' right-of-way.
	SR 2208/ SR 2236	3,450-3,650 3,500-3,800	22	N/A[3]	5.2	Adequate	Adequate	B	100	Ultimate-24' pavement with 100' right-of-way.
	SR 2298/ South Carolina Border	1,250-2,200 1,250-2,250	24	N/A[3]	7.6	Adequate	Adequate	-	100	Ultimate-100' right-of-way.

*Based on State Highway Commission Standards

Table 7 (Cont)

MAJOR THOROUGHFARE IMPROVEMENT NEEDS FOR INTERSTATE, MAJOR AND MINOR ARTERIALS, AND MAJOR COLLECTOR HIGHWAYS
(Based on Existing Data only)

Roadway and Section	Existing Road Conditions			Length (Miles)	Recommendations*				Remarks
	1969-1970 ADTV[1] (Traffic Count)	Pavement Width (Feet)	Right-of-Way Width (Feet)		Desirable Cross Section[2]	Desirable Right-of-Way Width	Ultimate Cross Section[3]	Ultimate Right-of-Way (Feet)	
6. NC 71									
US 301/ SR 1701	1,150-2,100 / 1,150-2,300	24	60-100	12.8	Adequate	Adequate	-	100	Ultimate-100' right-of-way.
SR 1321/ SR 1307	1,250-1,500 / 1,350-1,500	22	60	7.8	Adequate	Adequate	B	100	Ultimate-24' pavement with 100' right-of-way.
7. NC 211									
SR 1505/ SR 1531	1,600-2,000 / 1,700-2,200	22	60	12.5	Adequate	Adequate	B	100	Ultimate-24' pavement with 100' right-of-way.
SR 2125/ Bladen County	2,700-3,700 / 2,800-3,850	22	60	6.0	Adequate	Adequate	B	100	Ultimate-24' pavement with 100' right-of-way.
8. NC 710									
NC 72/ US 501 & NC 130	750-2,750 / 800-2,850	20-22	60-100	18.2	Adequate	Adequate	B	100	Ultimate-24' pavement with 100' right-of-way.
9. NC 710 By-Pass Relocation US 501 & NC 130 SR 1139 & US 301	---	---	---	2.2	B	100	-	--	Desirable-24' pavement with 100' right-of-way.
10. SR 1104 Scotland County South Carolina Border via SR 1128	Not Available	16-18	Not Available	5.2	B	100	-	--	Desirable-24' pavement with 100' right-of-way.

*Based on State Highway Commission Standards

Table 7 (Cont)

MAJOR THOROUGHFARE IMPROVEMENT NEEDS FOR INTERSTATE, MAJOR AND MINOR ARTERIALS, AND MAJOR COLLECTOR HIGHWAYS
(Based on Existing Data only)

Roadway and Section	Existing Road Conditions				Recommendations*				Remarks
	1969-1970 ADTV[1] (Traffic Count)	Pavement Width (Feet)	Right-of-Way Width (Feet)	Length (Miles)	Desirable Cross Section[2]	Desirable Right-of-Way Width	Ultimate Cross Section[2]	Ultimate Right-of-Way (Feet)	
MAJOR COLLECTOR (226.1 miles):									
11. NC 20 Bladen Co/ Hoke Co.	680-3,700 750-3,700	20	60-100	15.2	B	100	-	--	Desirable-24' pavement with 100' right-of-way.
12. US 301 SR 1727 & I-95/ SR 1005 & US 301	1,000-3,200 1,150-3,400	20-22	60-100	12.5	Adequate	Adequate	B	100	Ultimate -24' pavement with 100' right-of-way.
SR 1003/ South Carolina Border	7,300-8,700 7,300-9,200	20-24	60-100	11.5	Adequate	Adequate	B	100	Ultimate-24' pavement with 100' right-of-way.
13. NC 72 NC 710/ SR 1527	650-1,550 650-1,600	18-20	60	13.0	B	Adequate	-	100	Desirable-24' pavement. Ultimate-100' right-of-way.
14. NC 83 NC 130/ South Carolina Border	210- 470 210- 470	20	60-100	7.0	Adequate	Adequate	B	100	Ultimate-24' pavement with 100' right-of-way.
15. NC 130-US 501 (Part) SR 1121/ SR 1131	400- 460 400- 460	18	60	6.0	B	Adequate	-	100	Desirable-24' pavement. Ultimate-100' right-of-way.

*Based on State Highway Commission Standards

Table 7 (Cont)

MAJOR THOROUGHFARE IMPROVEMENT NEEDS FOR INTERSTATE, MAJOR AND MINOR ARTERIALS, AND MAJOR COLLECTOR HIGHWAYS

(Based on Existing Data only)

Roadway and Section	Existing Road Conditions			Length (Miles)	Recommendations*				Remarks
	1969-1970 ADTV[1] (Traffic Count)	Pavement Width (Feet)	Right-of-Way Width (Feet)		Desirable Cross Section[2]	Desirable Right-of-Way Width	Ultimate Cross Section[2]	Ultimate Right-of-Way (Feet)	
SR 1131/ NC 710	1,350-1,650 / 1,450-1,750	20	60	6.5	Adequate	Adequate	B	100	Ultimate-24' pavement with 100' right-of-way.
SR 2435/ SR 2448	650-1,250 / 700-1,300	18	60	10.0	B	Adequate	-	100	Desirable-24' pavement. Ultimate-100' right of way.
NC 130 Bus/ US 74	700-1,050 / 730-1,060	18	60	6.8	B	Adequate	-	100	Desirable-24' pavement. Ultimate-100' right-of-way.
16. NC 130 By-Pass Relocation NC 710/ SR 2435	---	--	--	2.5	B	100	-	--	Desirable-24' pavement and 100' right-of-way.
17. NC 904 NC 130/ US 76 (Columbus County)	270- 950 / 300- 900	20-22	60-100	15.0	Adequate	Adequate	B	100	Ultimate-24' pavement and 100' right-of way.
18. NC 711 NC 710/ SR 1339	2,300-4,200 / 2,300-4,200	22	60	10.0	Adequate	Adequate	B	100	Ultimate-24' pavement with 100' right-of-way.
19. US 74 (existing) SR 2202/ NC 130	1,300-2,300 / 1,400-2,400	18-22	60	10.0	B	Adequate	-	100	Desirable-24' pavement. Ultimate-100' right-of-way.

*Based on State Highway Commission Standards

Table 7 (Cont)

MAJOR THOROUGHFARE IMPROVEMENT NEEDS FOR INTERSTATE, MAJOR AND MINOR ARTERIALS, AND MAJOR COLLECTOR HIGHWAYS
(Based on Existing Data only)

Roadway and Section	Existing Road Conditions: 1969-1970 ADTV[1] (Traffic Count)	Existing Road Conditions: Pavement Width (Feet)	Existing Road Conditions: Right-of-Way Width (Feet)	Length (Miles)	Recommendations*: Desirable Cross Section[2]	Recommendations*: Desirable Right-of-Way Width	Recommendations*: Ultimate Cross Section[2]	Recommendations*: Ultimate Right-of-Way (Feet)	Remarks
20. SR 1709									
Hoke County/ NC 71	600- 850 / 600- 850	16	60	3.5	B	Adequate	-	100	Desirable-24' pavement. Ultimate-100' right-of-way.
21. SR 1725									
NC 71/ Sr 1727	280- 540 / 280- 540	18-20	60	3.4	Adequate	Adequate	B	100	Ultimate-24' pavement with 100' right-of-way.
22. SR 1727									
SR 1725/ US 301	490 / 490	20	60	1.5	Adequate	Adequate	B	100	Ultimate-24' pavement with 100' right-of-way.
23. SR 1006									
US 301/ SR 1931	650- 680 / 650- 720	18	60	2.2	B	Adequate	-	100	Desirable-24' pavement. Ultimate-100' right-of-way for all segments of this major collector roadway.
SR 1931									
SR 1006/ SR 1924	N/A[3]	18	60	2.3	B	Adequate	-	100	
SR 1924									
SR 1931/ SR 1935	450 / 500	18	60	1.8	B	Adequate	-	100	
SR 1935									
SR 1924/ SR 1955	190 / 210	18	60	2.3	B	Adequate	-	100	

*Based on State Highway Commission Standards

Table 7 (Cont)

MAJOR THOROUGHFARE IMPROVEMENT NEEDS FOR INTERSTATE, MAJOR AND MINOR ARTERIALS, AND MAJOR COLLECTOR HIGHWAYS

(Based on Existing Data only)

Roadway and Section	Existing Road Conditions				Recommendations*				Remarks
	1969-1970 ADTV[1] (Traffic Count)	Pavement Width (Feet)	Right-of-Way Width (Feet)	Length (Miles)	Desirable Cross Section[2]	Desirable Right-of-Way Width	Ultimate Cross Section[2]	Ultimate Right-of-Way (Feet)	
SR 1955 SR 1935/ NC 41	N/A[3]	20	60	3.7	B	Adequate	-	100	
24. SR 1002 NC 41/ Columbus County	470- 800 500- 800	18	60	13.0	B	Adequate	-	100	Desirable-24' pavement. Ultimate 100' right-of-way.
25. SR 1004 NC 41/ Bladen County	400- 800 420- 800	20	60	6.7	Adequate	Adequate	B	100	Ultimate-24' pavement with 100' right-of-way.
26. SR 1006 I-95/ SR 1505	450- 700 520- 700	18	60	7.8	B	Adequate	-	100	Desirable-24' pavement. Ultimate-100' right-of-way.
SR 1505 SR 1006/ SR 1777	450 450	18	60	1.1	B	Adequate	-	100	Desirable-24' pavement. Ultimate 100' right-of-way.
SR 1777 SR 1505/ SR 1776	N/A[3]	18	60	1.4	B	Adequate	-	100	Desirable-24' pavement.
27. SR 1318 SR 1762/ SR 1521	220- 300 200- 330	18	60	7.8	Adequate	Adequate	B	100	Ultimate-24' pavement with 100' right-of-way.

*Based on State Highway Commission Standards

Table 7 (Cont)

MAJOR THOROUGHFARE IMPROVEMENT NEEDS FOR INTERSTATE, MAJOR AND MINOR ARTERIALS, AND MAJOR COLLECTOR HIGHWAYS
(Based on Existing Data only)

Roadway and Section	Existing Road Conditions: 1969-1970 ADTV[1] (Traffic Count)	Existing Road Conditions: Pavement Width (Feet)	Existing Road Conditions: Right-of-Way Width (Feet)	Length (Miles)	Recommendations*: Desirable Cross Section[2]	Recommendations*: Desirable Right-of-Way Width	Recommendations*: Ultimate Cross Section[2]	Recommendations*: Ultimate Right-of-Way (Feet)	Remarks
SR 1762 SR 1006/ SR 1318	N/A[3]	18	60	0.7	Adequate	Adequate	B	100	Ultimate-24' pavement with 100' right-of-way.
SR 1520 Extension	--	--	--	1.1	B	60	-	100	Desirable-24' pavement with 60' right-of-way. Ultimate-100' right-of-way.
SR 1515 SR 1520/ SR 1563	450- 650 450- 650	20	60	3.1	Adequate	Adequate	B	100	Ultimate-24' pavement with 100' right-of-way.
SR 1563 SR 1515/ NC 71	1,700 1,750	20	60	2.2	Adequate	Adequate	B	100	Ultimate-24' pavement with 100' right-of-way.
28. SR 1310 SR 1313/ Scotland County	670 670	18	60	3.1	B	100	-	--	Desirable-24' pavement with 100' right-of-way.
29. SR 1313 Hoke County/ SR 1312	300- 320 300- 320	18	60	3.2	Adequate	Adequate	B	100	Ultimate-24' pavement with 100' right-of-way.
SR 1312 SR 1313/ NC 71	410- 440 410- 440	18	60	1.0	B	Adequate	-	100	Desirable-24' pavement. Ultimate-100' right-of-way.

*Based on State Highway Commission Standards

Table 7 (Cont)

MAJOR THOROUGHFARE IMPROVEMENT NEEDS FOR INTERSTATE, MAJOR AND MINOR ARTERIALS, AND MAJOR COLLECTOR HIGHWAYS
(Based on Existing Data only)

Roadway and Section	Existing Road Conditions			Length (Miles)	Recommendations*				Remarks
	1969-1970 ADTV[1] (Traffic Count)	Pavement Width (Feet)	Right-of-Way Width (Feet)		Desirable Cross Section[2]	Desirable Right-of-Way Width	Ultimate Cross Section[2]	Ultimate Right-of-Way (Feet)	
30. US 501 NC 130/ Scotland County	1,100-1,300 1,200-1,380	20	60	5.3	Adequate	Adequate	B	100	Ultimate-24' pavement with 100' right-of-way.
31. SR 1003 US 301/ NC 41	480 480	1B	60	5.0	B	Adequate	-	100	Desirable-24' pavement. Ultimate-100' pavement.
32. SR 24B5 NC 130/ South Carolina Border	N/A[3]	1B	60	3.0	Adequate	Adequate	B	100	Ultimate-24' pavement with 100' right-of-way.
33. SR 2489 NC 130/ South Carolina Border	N/A[3]	20	60	2.4	Adequate	Adequate	B	100	Ultimate-24' pavement with 100' right-of-way.
34. SR 1154 NC 710/ US 301	330 330	16-18	60	5.4	B	Adequate	B	100	Desirable-24' pavement. Ultimate 100' right-of-way.
35. SR 2455 US 301/ SR 2435	N/A[3]	1B	60	2.6	Adequate	Adequate	B	100	Ultimate-24' pavement with 100' right-of-way. May need further study when I-95 is completed. Will become connector route to Fairmont.

*Based on State Highway Commission Standards

Table 7 (Cont)

MAJOR THOROUGHFARE IMPROVEMENT NEEDS FOR INTERSTATE, MAJOR AND MINOR ARTERIALS, AND MAJOR COLLECTOR HIGHWAYS
(Based on Existing Data only)

Roadway and Section	Existing Road Conditions				Recommendations*				Remarks
	1969-1970 ADTV[1] (Traffic Count)	Pavement Width (Feet)	Right-of-Way Width (Feet)	Length (Miles)	Desirable Cross Section[2]	Desirable Right-of-Way Width	Ultimate Cross Section[2]	Ultimate Right-of-Way (Feet)	
SR 2435 SR 2455/ SR 2426	480 480	18-20	60	3.5	Adequate	Adequate	B	100	Ultimate-24' pavement with 100' right-of-way.

Source: North Carolina State Highway Commission; North Carolina Department of Natural and Economic Resources, Division of Community Services

[1]ADTV - Average Daily Traffic Volume $\frac{000\ 000}{000\ 000}$ 1969 ADTV High-Low range given for each section.
1970 ADTV

[2]See Figure 4 for plan view of cross section.

[3]Not Available.

*Based on State Highway Commission Standards

Table 8

MINOR COLLECTOR ROADS NEEDING IMPROVEMENTS - ROBESON COUNTY, 1972

Highway Number	Location of Improvements Necessary	Type of Improvement*	Remarks
SR 1003	From US 74 to NC 211	Pavement increase from 16' to 24' with 100' right-of-way.(8.0 miles)	Highway deficient for existing traffic volumes.
SR 1136	From NC 130 to SR 1101	Pavement increase from 18' to 24' with 100' right-of-way.(4.1 miles)	Highway deficient for existing traffic volumes.
SR 2208	From NC 13 to SR 2211	Pavement increase from 18' to 24' with 100' right-of way.(5.1 miles)	Highway deficient for existing traffic volumes.
SR 2230	From SR 2233 to Orrum Town Limits	Pavement increase from 16' to 24' with 100' right-of-way. (1.6 miles)	Highway deficient for existing traffic volumes.
SR 2233	From SR 2230 to Proctorville Town Limits.	Pavement increase from 16' to 24' with 100' right-of-way.(0.9 miles)	Highway deficient for existing traffic volumes.

Source: North Carolina State Highway Commission; North Carolina Department of Natural and Economic Resources, Division of Community Services

*Based on State Highway Commission Standards.

MAJOR THOROUGHFARE NEEDS
ROBESON COUNTY, 1972

DESIRABLE IMPROVEMENTS (PLAN PERIOD TO 1990)

ULTIMATE IMPROVEMENTS (TO AASHO STANDARDS)

- INTERSTATE
- MAJOR ARTERIALS
- MINOR ARTERIALS
- MAJOR COLLECTORS
- URBAN PLANNING AREA

NOTE: SEE TABLE 7, FOR IMPROVEMENT NEEDS IN ACCORDANCE WITH NUMBERS GIVEN ON THIS MAP

SOURCE: STATE HIGHWAY COMMISSION AND DIVISION OF COMMUNITY SERVICES

FIGURE 5

ROBESON COUNTY PRIORITY HIGHWAY IMPROVEMENT SCHEDULE

The following table (Table 9) indicates the highway priority needs of Robeson County for the planning period 1972 to 1990. Factors influencing the priority rating system for highway improvements include the following list of items:

1. Improved facility provides safer traffic movements.

2. Provides access to I-95 or US 74, the two primary highway routes serving a regional area as well as Robeson County.

3. Provides access to school sites.

4. Provides access to proposed and existing industrial sites (in accordance with the Land Development Plan for Robeson County.

5. Provides alternative route to communities within the county.

6. Provides route to surrounding communities.

As indicated in Table 9 and Figure 6, the planning period was divided into three parts with primary emphasis given to the first two 4-year periods where importance for projects was placed on improving highway safety. Again, it should be understood that the scope of this study does not include enough data in most cases to determine what the ultimate improvement should be for each highway segment, i.e., widening or relocation, since recommendation for increasing pavement widths may not always be possible or desirable on existing rights-of-way. This would be determined later in a detailed route study which would precede construction of specific projects.

Additionally, the proposed priorities do not include projects that may be needed within the urban planning areas of Lumberton, Red Springs, Maxton, and Fairmont, where the State Highway Commission participates with a town in separate planning and project implementation which is coordinated with all thoroughfare plans. Thus, a proposed project in the second phase of the priority rating may be implemented in conjunction with an urban plan at some other time. The rating table (Table 9) only presents the county's interest and priority judgement to meet county needs and, therefore, should be considered flexible in its applicability to overall or comprehensive needs of both urban and rural highway projects.

Table 9
PRIORITY HIGHWAY IMPROVEMENT SCHEDULE - ROBESON COUNTY, 1972-1990

Priority Year Scheduling	Project Location By Highway Routes	Proposed Improvement Project	Project Length (Miles)[1]	Remarks
1972-1975	It is desirable that all accident prone intersections listed in Table 4 and shown on Figure 2, be inspected by the Highway Commission for possible modification during this initial period. The 16 intersections which experienced 15 or more accidents should be inspected as a minimum with improvements as necessary.			
	INTERSTATE			
	I-95	Complete new construction	(13.5)	
	MAJOR ARTERIALS			
	US 74	Complete relocation project east of I-95	(14.5)	Facility provides inter-county, regional and state services.
		Develop plans for increasing capacity west of I-95	15.0	
	MINOR ARTERIALS			
	NC 710	Develop plans for by-pass facility at Rowland	2.2	Provides access to I-95 for areas west of Rowland
	SR 1104 Scotland County-South Carolina Border via SR 1128	Develop plans for widening this facility to standard capacity for minor arterial rating (minimum necessary-22' pavement).	5.2	Provides inter-county and inter-state services. (Must be coordinated with South Carolina)

[1]Miles indicated in parentheses includes highway construction to be completed during the scheduling period. Those not so indicated require only planning functions.

Table 9 (Cont)
PRIORITY HIGHWAY IMPROVEMENT SCHEDULE - ROBESON COUNTY, 1972-1990

Priority Year Scheduling	Project Location by Highway Routes	Proposed Improvement Project	Project Length (Miles)[1]	Remarks
1972-1975 (Cont)	MAJOR COLLECTORS			
	NC 20 Bladen County-Hoke County	Develop plans for widening highways to 24' pavement.	15.2	Facility provides inter-county service.
		Complete construction during this phase (1972-1973)	(15.2)	
	NC 72 NC 710 - SR1527	Develop plans for widening highway to 24' pavement	13.0	Facility provides intra-county service to counties largest towns. Additionally, industrial development potential between SR 1003 and SR 1550 would be increased in accordance with land development plan.
	NC 130-US 501 (Portion Included)	Develop plans for widening highway to 24' pavement (minimum necessary - 20')	31.8	Project provides inter-town service to five county communities.
		Initiate construction on the following segments:		
		NC Business 130 at Fairmont to US 74.	(6.8)	
		SR 2435 to SR 2448	(10.0)	

Table 9 (Cont)
PRIORITY HIGHWAY IMPROVEMENT SCHEDULE - ROBESON COUNTY, 1972-1990

Priority Year Scheduling	Project Location by Highway Routes	Proposed Improvement Project	Project Length (Miles)[1]	Remarks
1972-1975 (Cont)	SR 1709 Hoke County-NC 71	Develop plans for widening highway to 24' pavement (minimum necessary-20')	3.5	Facility would provide inter-county service. Present 16 pavement totally inadequate
		Construct widened highway	(3.5)	
	SR 1003 US 301 - NC 41	Develop plans for widening highway to 24' pavement (minimum necessary-20')	5.0	Facility will provide access to I-95 for Fairmont.
		Construct widened highway	(5.0)	
	NC 71 - Parkton By-Pass	Develop plans and construt proposed by-pass route for NC 71 in Parkton.	(1.0)	Facility will provide through traffic service from I-95 to Red Springs.
	SR 1154 at US 301	Construct intersection re-alignment with SR 2455	(0.5)	Provides safer traffic movements.
1976-1979	Complete analysis of high accident rate intersections and provide modifications where indicated.			
	INTERSTATE (completed)			
	MAJOR ARTERIALS			
	US 74 I-95 to Scotland County	Construct 4 lane limited access facility	(15.0)	US 74 provides regional service from the coast to Charlotte.

Table 9 (Cont)
PRIORITY HIGHWAY IMPROVEMENT SCHEDULE - ROBESON COUNTY, 1972-1990

Priority Year Scheduling	Project Location by Highway Routes	Proposed Improvement Project	Project Length (Miles)[1]	Remarks
1976-1979 (Cont)	MINOR ARTERIALS			
	NC 710	Construct by-pass highway at Rowland to connect with US 301 and I-95	(2.2)	Provides access to I-95 for areas west of Rowland.
	SR 1104 Scotland County-South Carolina Border via SR 1128	Construct highway to minimum standards (minimum - 22' pavement).	(5.2)	Provides inter-county and inter-state service.
	MAJOR COLLECTORS			
	US 301	Construct where necessary widened highway facility.	(10.0)	Provides alternate route to I-95.
	NC 72 NC 710-SR 1527	Complete construction of highway widening project.	(7.0)	See planning note in 1972-1975 scheduling.
	NC 130-US 501 (portion included)	Construct widened highway on the following segments (minimum - 20' pavement):		Project provides inter-town service to five county communities.
		SR 1121 to SR 1131	(6.0)	
		NC 710 to SR 2435 (Rowland By-Pass)	(2.5)	

Table 9 (Cont)
PRIORITY HIGHWAY IMPROVEMENT SCHEDULE - ROBESON COUNTY, 1972-1990

Priority Year Scheduling	Project Location by Highway Routes	Proposed Improvement Project	Project Length (Miles)[1]	Remarks
1976-1979 (Cont)	SR 1521 Relocation	Develop plans and construct facility to connect SR 1318 with SR 1515	(1.1)	Connected route would provide through route from Pembroke to St. Pauls.
	MINOR COLLECTORS			
	SR 1003 US 74 - NC 211	Develop plans and construct facility to widen highway to 24' pavement (minimum necessary 20' pavement)	(8.0)	16' pavement inadequate.
	OTHER IMPROVEMENTS			
	SR 1924 & SR 1935 Intersection	Realignment for intersection		Provides safer traffic movement.
	SR 1935 & SR 1955 Intersection	Realignment for intersection		Provides safer traffic movements.
	SR 1505 & SR 1777 Intersection	Realignment for intersection		Provides safer traffic movement.
	SR 1527	Extend highway from NC 211 to US 301	(2.0)	Provides by-pass route for Lumberton west of I-95.
	SR 1154 & SR 1153	Realignment for intersection at NC 710		Provides safer traffic movement.
	SR 1166 & SR 1184	Realignment for intersection at SR 1134		Provides safer traffic movement.

Table 9 (Cont)
PRIORITY HIGHWAY IMPROVEMENT SCHEDULE - ROBESON COUNTY, 1972-1990

Priority Year Scheduling	Project Location by Highway Routes	Proposed Improvement Project	Project Length (Miles)[1]	Remarks
1980-1990	INTERSTATE (Completed)			
	MAJOR ARTERIAL (Completed)			
	MINOR ARTERIAL (Completed)			
	MAJOR COLLECTORS			
	Existing US 74 SR 2202 - NC 130	Develop plans and construct wider highway from SR 2216 to NC 130.	(7.0)	Provides direct route into Lumberton off US-74 east.
	SR 1106 US 301 - SR 1931	Develop plans and construct wider highway (ideal - 24' pavement; minimum 20' pavement).	(2.2)	This portion of highway along with the next five segments listed will provide a continuous through highway from US 301 to the Columbus County line.
	SR 1931 SR 1006-SR 1924	Develop plans and construct wider highway (ideal - 24' pavement; minimum 20' pavement).	(2.3)	
	SR 1924 SR 1931-SR 1935	Develop plans and construct wider highway (ideal - 24' pavement; minimum 20' pavement).	(1.8)	

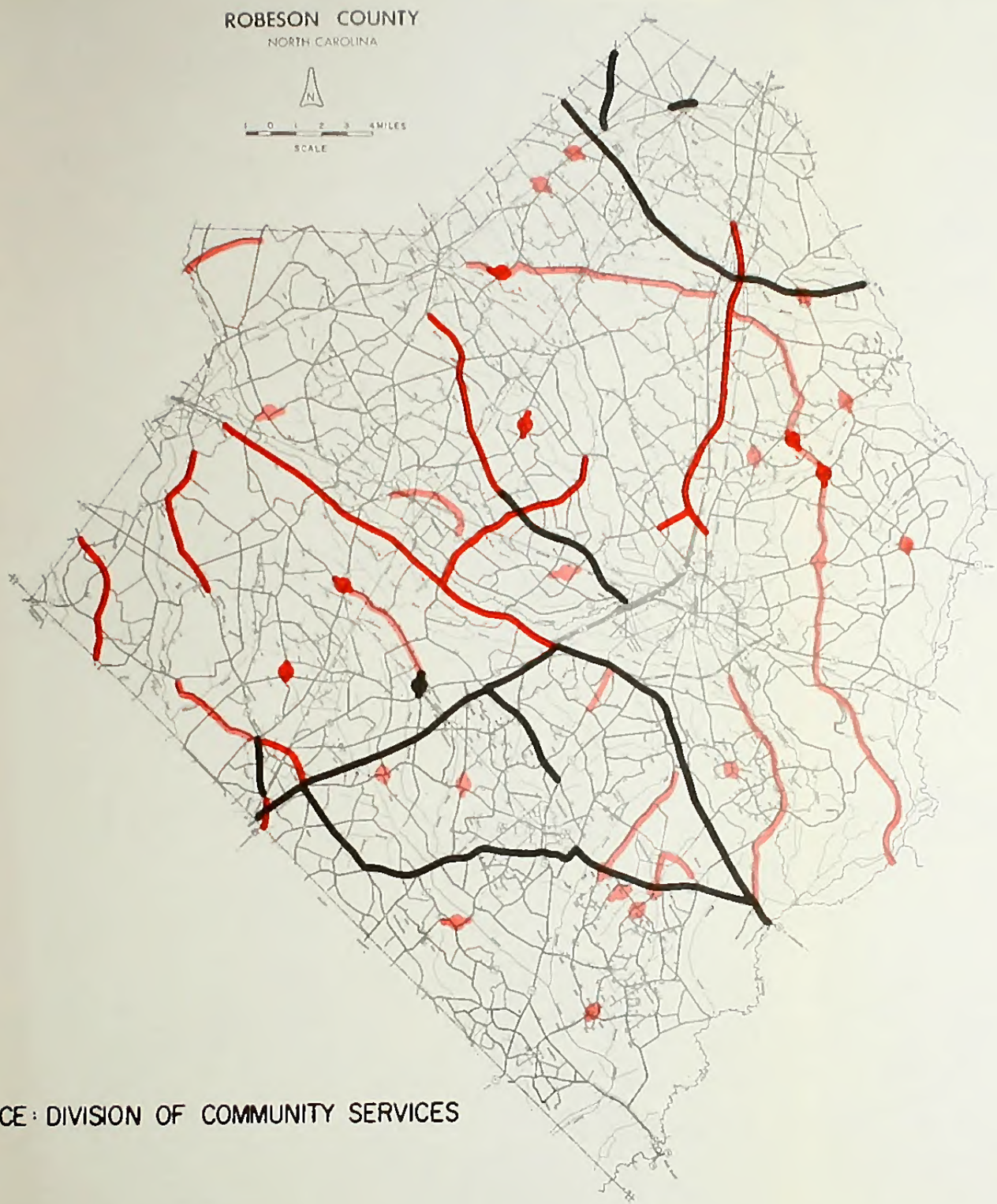
Table 9 (Cont)
PRIORITY HIGHWAY IMPROVEMENT SCHEDULE - ROBESON COUNTY, 1972-1990

Priority Year Scheduling	Project Location by Highway Routes	Proposed Improvement Project	Project Length (Miles)[1]	Remarks
1980-1990 (Cont)	SR 1935 SR 1924-SR 1955	Develop plans and construct wider highway (ideal - 24' pavement; minimum 20' pavement).	(2.3)	
	SR 1955 SR 1935-NC 41	Develop plans and construct wider highway (ideal - 24' pavement; minimum 20' pavement).	(3.7)	
	SR 1002 NC 41-Columbus County	Develop plans and construct wider highway (ideal - 24' pavement; minimum 20' pavement).	(13.0)	
	SR 1006 I-95 - SR 1505	Develop plans and construct wider highway (ideal - 24' pavement; minimum 20' pavement).	(7.8)	This portion of highway and the following two segments listed will provide, a continuous through highway from I-95 at St. Pauls to Red Springs.
	SR 1505 SR 1006-SR 1777	Develop plans and construct wider highway (ideal - 24' pavement; minimum 20' pavement).	(1.1)	
	SR 1777 SR 1505-SR 1776	Develop plans and construct wider highway (ideal - 24' pavement; minimum 20' pavement).	(1.4)	
	SR 1310 SR 1313-Scotland County	Develop plans and construct wider highway (ideal - 24' pavement; minimum 20' pavement).	(3.1)	

Table 9 (Cont)
PRIORITY HIGHWAY IMPROVEMENT SCHEDULE - ROBESON COUNTY, 1972-1990

Priority Year Scheduling	Project Location by Highway Routes	Proposed Improvement Project	Project Length (Miles)[1]	Remarks
1980-1990 (Cont)	SR 1154 NC 710-US 301	Develop plans and construct wider highway (ideal - 24' pavement; minimum 20' pavement).	(5.4)	Portions of 16' pavement would be eliminated.
	All remaining intersection improvement projects as listed in Table 5 should be completed during this period. This would improve safety conditions for most county secondary and local roads.			

Source: NC Department of Natural and Economic Resources, Division of Community Services



ROBESON COUNTY
PRIORITY HIGHWAY IMPROVEMENTS
1972—1990

INTERSECTION PRIORITY	HIGHWAY PRIORITY	
		1972-1975
		1976-1979
		1980-1990

SOURCE: DIVISION OF COMMUNITY SERVICES

FIGURE 6

FEBRUARY 1972

TECHNICAL ASSISTANCE WAS PROVIDED BY:

State of North Carolina Department of Natural and Economic Resources
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Office of Industrial, Tourist and Community Services
Robert E. Leak, Administrator
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